WESTERN UNION CASE ARGUED

COMPANY CLAIMS RIGHT OF WAY

ALONG THE PENNSYLVANIA. R. V. Lindabury Urges Decisions by State and Federal Courts and Says to Cut Out a Section of Lines Between New

The trouble between the Western Union Telegraph Company and the Pennsylvania Railroad Company came up for final argument yesterday before United States District Court Judge Andrew Kirkpatrick in the Federal Building at Newark. It was under a rule directing the railroad company to show cause why a permanent inunction should not be issued restraining the railroad company from removing the poles and wires of the Western Union line from its right of way. A temporary re-straining order was issued by Judge Kirkpatrick on November 22, enjoining the railroad company from carrying out its threat conveyed in a notice sent to the Western Union Company on May 14, when nego-

through. John G. Johnson of Philadelphia and James B. Vredenburg and Robert L. Lawrence of Jersey City represented the railroad company, and the telegraph company had for counsel Rush Taggart and Henry D. Esterbrook of this city and Judge John F. Dillon and Richard V. Lindabury.

The bill filed prays that the Western Union Telegraph Company be confirmed in its right to use the railroad right of way because of Federal statutes regarding post roads of which the railroad company took advantage years ago and because of long use of the privilege by the telegraph company. It asks also that a commission be appointed to assess the value of the right of way. Two bills were filed, one in the law branch and the other in the equity branch of the United States Court.

In both it was shown that the original

In both it was shown that the original! contracts made for the use of the right of way were taken over by the Pennsylvania Railroad in 1871 when the corporation leased its subsiciory lines, and that under New Jersey laws as well as under the Federal statutes the joint railroads "were created statutes the joint railroads "were created and made and now are public highways, and as such subject to occupation and use by telegraph companies." The Federal laws of July 24, 1866, are specifically relied upon by the complainant corporation.

Mr. Lindabury argued that the contract relations between the Western Union company and the United States Government est lished the right of the telegraph company to use the right of way of the railroad

est Alshed the right of the telegraph com-pat.y to use the right of way of the railroad company. He said that the attempted ter-mination of the lease by the notice of May 14 was waived when the railroad sent subse-quent notices in June and accepted rental for two months after the alleged termination of the lease.

In support of his contentions, Mr. Lindabury cited many cases that have been decided in State and Federal courts. The latest of these, he said, was the masterly opinion of Associate Justice Thayer of the United States Circuit Court of Ap-

the United States Circuit Court of Appeals, in a suit brought by the St. Paul, Minneapolis and Manitoba Railroad to eject the Western Union Telegraph Company on almost identical issues.

"The decree of that court," said Mr. Lindabury, "was given so late as November last, and after denying the application provides a continuance of the cause for six months, to give time to the parties to come together. And it also provides that come together. And it also provides that in the event of a failure to agree the matter shall be referred to a Master in Chancery to assess the value of the right of

We are here to secure an injunction we are nere to secure an injunction until these questions can be finally adjudicated. These questions involve not only the right of stockholders, but also the question whether or not the Pennsylvania Railroad Company, great as it is, can in this arbitrary fashion, contrary to the spirit of the act of 1866, grant rights to one com-pany and deny them to another. Mr. Vredenburg made a brief argument

Mr. Vredenburg made a brief argument on the technical questions of the jurisdiction of the court of the New Jersey District in the case, as the lines extend into Pennsylvania and the defendant stockholders are, almost to a man, non-residents of New Jersey.

Judge Johnson, the chief counsel for the defendant company, ridiculed Mr. Lindabury's argument that the Western Union could be regarded as a public benefactor, and said that the question at issue was not the contract relations between that company, and the Government, but whether

pany and the Government, but whether the company could crush out its rival. It was urged in the argument of the case that the Western Union had other lines crossing the State and did not absolutely need the railroad line except to block

Mr. Lindabury remarked:
"To cut out a section of our lines between
New York and Philadelphia would be like
New York and marrow out of a man's Argument was concluded late in the afterand counsel were instructed to file

U. S. STEEL'S RUMORED PLANS. Wall Street Talk Nominates Frick for President, Then E. C. Converse-Denials.

In spite of denials that the United States Steel Corporation is soon to have a new president Wall Street rumor yesterday nominated Henry C. Frick for the post This elicited a positive denial on high authority. Another report had it that

authority. Another report had it that Edward C. Converse, former president of the National Tube Company, who is a director of the Steel Corporation, would be Mr. Schwab's successor. Mr. Converse is in South Carolina. Wall Street reports also circulated yesterday that the United States Steel Corporation, following its acquirement of the Union Steel Company, was to buy the Jones & Laughin's Co., the Cambria Steel Company, and various other now independent steel concerns. A representative of ent steel concerns. A representative of the steel corporation said, however, that no other purchases of steel companies

were now in contemplation.

Asked about another Wall Street report that a deal had been or was about to be closed between the Northern Securities Company and the United States Steel Cor-Company and the United States Steel Cor-poration for the acquisition on a royalty basis by the latter of extremely valuable iron ore lands owned by the Northern Securities Company in Minnesota, he re-

olied:
"You will have to ask Mr. James J. Hill." "You will have to ask Mr. James J. Hill."
Mr. Hill. by the way, accompanied by his son, James N. Hill, and General Superintendent Ward of the Great Northern Railway Company, left St. Paul on Wednesday night for a quick trip to the Pacific Coast. He is expected back in St. Paul within eight days. According to the Wall Street report, the ore lands, as so far proved, contain well over 300,000,000 tons of iron ore, much of which is very fine ore.

RUSSELL SAGE AT HIS OFFICE. First Time in Two Months-It Vexed Him

to Stay Away. Russell Sage came to his Wall Street ffice, 31 Nassau street, yesterday for the first time in a couple of months. During his long period of inactivity, due to illness, he has been chafing over his enforced absence from Wall Street. Mrs. Sage has endeavored to get him to stay away from his office as long as possible, but it was the opinion of his physician that it might really assist in his convalescence for him to occasionally make a trip to the office. His visit yesterday was short.

Combustible Company Incorporated. ALBANY, Dec. 18.-The Pulverized Coal Stoker Company of New York city was incorporated to-day with a capital of \$500,000 to manufacture machines for disou.000 to manufacture machines for di-viding and combing coal and other sub-stances in sizes, forms and mechanical mixtures adapted to combustion, and to deal in the products of such machines. The directors are Albert A. Day and George Welling Giddings of Brooklyn and Abbott Augustus Low of New York city. GOSSIP OF WALL STREET.

Wall Street's information from the West

is that the movement of grain, especially corn, to the seaboard, has fairly begun. The cold weather in the granger country has already made a great deal of new corn grade up to "steamer inspection," and hundreds of thousands of bushels which it was thought ten days ago could not grade for export until after the first of the year are now moving to Atlantic ports. The sensational break in the price of corn at Chicago is a source of York and Philadelphia Would Be Fatal. satisfaction to stock market interests. Farmers who were holding back their grain, intending to unload it on the "corner," are ex-pected now to send it forward for export, and besides this, a large amount of corn that was headed toward Chicago on account of the high prices there is likely, the grain sharps say, to be diverted to seaboard as a result of the break in the market. All of this has a direct bearing on the foreign exchange market and on granger railroad stocks as well. The evidence that the tide of grain and money at last has turned from the West to the East has caused many Wall Street interests to turn bulls on the stock market

It is said that Wall Street's foreign banking lebt has been scaled down enormorsly within the past sixty days. One competent authority estimates that within that tiations for a renewal of the lease fell time no less than \$200,000,000 of foreign oans have been cancelled. The liquidation of these obligations, he says, has been of a very sweeping character. Wholesale cancelling of foreign loans is said to have produced a favorable impression abroad, which would go to explain London's recent buying of "Ameri-cans" in this market. London, it is said, has been bare of American stocks, and short besides. For arbitrage and London account heavy buying on this side was reported again yesterday.

> London's 2 o'clock quotations were considerably above New York parity, owing to buying there for both accounts on faith of speculative influences which afterward controlled this market. Atchison, Baltimore and Ohio, St. Paul, Union Pacific and Steel common came % of 1 per cent. each above parity; Steel preferred, Southern Pacific and Canadian Pacific were each 114 per cent higher, and Reading common was I point higher. Other stocks in the international list showed advances ranging from 1/2 to 1/2 of 1 per cent. London was rather a heavy buyer of Baltimore and Ohio, of which it is said to have been short for a long time.

Buying for short account in Steel common was very urgent during the first hour. About 30,000 shares had been traded in at 11:15 o'clock. That was nearly half of the total transactions for the day. Fairbairn & Hilliard and Halsted & Hodges were heavy buyers. Fairbairn & Hilliard's buying was thought in the Steel crowd to be for short account. Covering of short stock by miscellaneous traders helped the advance. A broker whose house covered a big line of short Steel last week says the short interest is still very large. Knoblauch and J. W. Davis were also heavy buyers yesterday. Blood bought 2,000 shares of the preferred in the forencen.

Butler sold some Manhattan around 146. Sharp & Bryan and J. A. Black were buyers. J. M. Noyes bid up St. Paul very sharply n the early trading and was active on the buying side pretty much all day. Profes-sional traders were short of the stock and overed on hearing revived all of the old talk about a forthcoming scrip dividend of 15 per cent. Van Emburgh & Atterbury were sellers. Thompson & Mairs bought stock on the advance.

F. D. Winslow bodght 5,000 Reading com-

Calls on Rock Island common at 41, running even days, were sold in New street yesterday for 14 of 1 per cent. The Rock Island shares sold up on small transactions as compared with the volume they had a few weeks ago while in the way of being bulled from around to to 56. The Moore party is said still to be holding off. Lester was a heavy buyer of the common around 39 yesterday.

Most professional traders went home Wednesday night short of the market. Their theory was that any news developments over night were more likely to be bearish than otherwise. After the close of trading calls were offered on Sugar, Union Pacific and other active stocks in 1,000-share lots by interests which happened to be long of hem and were distrustful of the market Puts were not to be bought at any price. Yesterday morning's news, pointing to an early and perceable settlement of the Venezuelan trouble, was the primary cause of the bear party's distress. St. Paul opened up 134 per cent. from Wednesday's closing Central, Missouri Pacific and Brooklyn Rapid Transit, 134 per cent. each: Manhattan, 134 per cent, and Union Pacific and New York Central, 1 point each.

In the first few minutes of trading those who sold stocks short in Wednesday's session covered at a loss, and later there was fresh short selling on the theory that the advance was too fast and that too much had been ande of the favorable turn in the Venezuelan situation. Presently it became apparent that the market was not indebted to the zuelan news alone for its rise, but that improved monetary conditions were counting for a great deal. In the afternoon trading. therefore, stocks sold during the morning were bought back with the general effect of elping the market to close on rising quota-

Commission house sentiment was much im proved by a reasonably free offering of soday money at 6 per cent. Some four-months money was loaned at 51 per cent. The demand for 90-day loans at 6 per cent. is said now to be pretty well supplied Commission houses as a rule are content to meet 50 per three months' time, depending on the call loan market for the other 50 per cent. Thus provided with funds, they are more willing to permit customers to buy stocks on

margin. In the loan crowd last night a few stubborn shorts were still wanting Union Pacific, and there was some inquiry, too, for Amalga-mated Copper, but in general the borrowing demand was at a minimum. A great many stocks were returned during the day.

The investment demand for bonds is said to be increasing, as it normally should at this time of year. Those who have been looking sharply for the appearance of the customary December investment buying in anticipation of January dividend and interest disburse-ments were beginning to feel disappointed but it is said now that buying of this character is developing satisfactarily.

Short covering yesterday was conspicuous in Southern Pacific. Very little stock came out under 62%. London bought heavily, presumably for short account

EXPECTS TO PAY CORN LOSSES. McCleary Says He Will Meet His Obliga-

tions-Cleage Not Worried. CHICAGO Dec 18 -W W McCleary, the suspension of whose brokerage firm was announced during the slump in December corn yesterday, says his company will meet its obligations 100 cents on the dollar and that within a day or two it will be ready for

Thomas F. Cleage, the head of the St.
Louis pool in December corn. said:
"I placed some of my trades through
McCleary & Co I also traded through
fifty-two other Chicago brokers. The McCleary suspension does not affect me in the least.
I had no interest in the concern. All

of my trades with it have been transferred to other commission houses in Chicago."

Rubber Horse Shoe Company. ALBANY, Dec. 18.-The Empire State Horse Shoe Company of New York was incorporated to-day, with a capital of \$350,000, to manufacture rubber cushions and elastic tread horse shoes. The directors are; Elliot C. Cowdin of Mount Kisco, Robert A. Inch. Theodore L. Bailey, I. Corwin Bryant, W. J. Harvey, W. G. Tiffany and Francis M. Ware of New York city.

TO HUNT R.R. TICKET FORGERS.

THE BIG SYSTEMS TO HAVE A JOINT DETECTIVE BUREAU.

Mean to Chase the Forgers and Other Railroad "Beats" to the Last IMtch and Will Probably Set Up a Rogues' Gallery of Those Who Are Convicted.

The big railroad systems of the country have practically completed arrangements for a protective association to deal summarily with fraudulent ticket agencies and ticket forgers of all degrees. The new body will take the form of the Bankers' Protective Association as its model, and, like that association, it will employ a detective agency to do all the work of tracing ticket frauds.

Preliminary steps have been taken to perfect the organization by the Trunk Line Association, the Central Traffic Association. the Western Traffic Association and the New England Traffic Association. Commissioner Farmer of the Trunk Line

Association said yesterday that the general passenger agents of the trunk lines had decided to enter the association after a meeting in this city about two weeks ago. "The idea has been generally applauded," added Commissioner Farmer, as the only practicable way of putting an end to ticket

frauds. There has been an increase of late in ticket forging.

The case of the three men convicted in Chicago a few days ago, is only one instance of the prevalence of this kind of crime. We shall employ detectives to follow for gwr and other railroad beats to the last ditch, and the expenses of detection and prosecution will be borne equally by all the roads of the

various associations."

An officer of one of the trunk lines said yesterday that the new association would be in working order soon after Jan. 1. be in working order soon after Jan. 1.

"It can't get to work too early to suit most of us," he added. "Ticket for ging and the 'filling' of punched tickets has increased rapidly of late and losses from this source have been heavy. I understand that a record and, if possible, a photograph of every person convicted will be kept by the association, so that in time a comprehensive roques, gallery will be huit up. rogues' gallery will be built up.

LAWRENCE WATERBURY BARRED. He Withdraws His Application for Membership in Stock Exchange.

Lawrence Waterbury, the crack polo player and society man, has withdrawn his application for membership on the Stock Exchange which he made recently to the Board of Governors. It was an-nounced in November that Mr. Waterbury had bought a seat for \$80,000, the purchase, as usual, being subject to his election as a

Neither Mr. Waterbury nor his friends pparently expected any opposition to is application at the time, but it is said that opposition developed when the application came up before the Committee on Membership, which is made up of some of the oldest members of the Exchange. The committee and the other officers of the Exchange have long made it a rule not to discuss any case in which unfavorable action is taken and none of them yesterday would discuss Mr. Waterbury's case, except to say that his name was no longer up for

membership.

Mr. Waterbury, through his friends, said that he had withdrawn his application himself about a week ago, when it was seen that there was some opposition was seen that there was some opposition to his election. A member of the Board of Governors said yesterday that the matter had not got beyond the Membership Com-

mittee.

Mr. Waterbury is a son of James M.

Waterbury, who was at the head of the big
cordage combine when it collapsed in
1892. Since then the senior Mr. Waterbury 1892. Since then the senior Mr. Waterbury has built up a large rope business, but he is said to have some enemies left who remember "Cordage" unpleasantly, and the theory was advanced by some members of the Exchange yesterday that possibly they had had something to do with the opposition in the committee against his

son.

The latter has been associated in business with his father, but recently he has had his office with Dick Bros. & Co. at 30 Broad street. Recently Mr. Waterbury, it is said, has been speculating with con-

Mr. Waterbury was at the office of Dick Bros. a short while vesterday and then went to Lakewood. No statement could or his withdrawing his application. Mr. Waterbury was a member of the international polo team which recently made such a good showing in England.

F. L. EAMES TO RETIRE. No More Active Business for Ex-President of the Stock Exchange.

Former President Francis L. Eames of

the New York Stock Exchange will retire

from active business on Jan. 1. Mr. Eames said yesterday that he will retain, however, his seat on the Stock Exchange, which he has held for more than thirty-six years. "I am not going to quit altogether." said Mr. Eames, "and will keep up my interest Mr. Eames, "and will keep up my interest in the affairs of the Street, but so far as active business goes I am through."

Mr. Eames immediately preceded Rudolph Keppler, the present president of the Stock Exchange. During his term as president in 1892 the Exchange Clearing House was established. He waged an active war upon the bucket-shop interests in Wall Street and measures were taken at his suggestion by the Stock Exchange authorities which were effectual in breaking up illicit connections between these ing up illicit connections between these interests and the exchange. Mr. Eames was a popular president and held the office for a longer term of years than any other man had held it before him. He was the author of a history of the New York Stock

Exchange, which is an authority on the Exchange, which is an authority on the subject.

Mr. Earnes joined the exchange on May 2, 1886. He is the head of the brokerage firm of Earnes & Moore, 30 Broad street, formed on Nov. 1, 1885. His partners in that firm are Charles Hazard and Morgan Davis, both of whom also belong to the exchange. Mr. Earnes lives in Brooklyn, and it is understood that during his long period of business activity in the financial district he has acquired a large fortune.

SIX PER CENT. MONEY MARKET.

Break in Chicago Grain and Stock Buying for London Make Prices Easter. Brokers said yesterday that the time money market might be called a 6 per cent. market for all periods. The tendency of the market was easier. At the opening, money was offered at 6 per cent. for four and five months and all demands were supplied. Ninety-day bids were also filled and the market closed with money offered at 6 per cent. for ninety days and 6 per cent.

at 6 per cent. for ninety days and 6 per cent, the best bid for sixty days. Five per cent, was bid for six months, with offerings for the same period at 6 per cent.

On the Stock Exchange money on call opened at 5½ per cent, which proved the top rate of the day and loaned down to 4½ per cent., at which it closed. The majority of the loans were made at the provents. per cent, at which it closed. The ma jority of the loans were made at a per cent t was the anniversary of the panic of Dec. 8, 1899, when the Produce Exchange Trust company failed, and money on call loaned at 6 per cent. and one-half of 1 per cent. a

The United States Sub-Treasury transferred \$100,000 in currency to Chicago. It received \$551,884 in payment of customs

received \$551,884 in payment of customs duties.

The market for sterling exchange was weaker, with demand bills quoted at the close at \$4.8660 bid, \$4.8665 asked. There were more liberal offers of bills all around, including an increased supply of export bills as well as finance and arbitrage bills. The break in prices in the Chicago grain market facilitates the export of corn, and grain bills were more in evidence. Another influence was the buying of stocks in this market for London account.

A CONTRACTOR OF THE PROPERTY O

FINANCIAL NOTES.

It was announced in Wall Street yesterday that John Walsh, president of the Indiana Southern Railroad, has completed surveys for sixty miles of new road and will build into Evansville, Ind. This will bring the Indiana Southern into competition with the Evansville and Terre Haute, which, until naw, has been alone in the Evansville territory.

Horace L. Hotchkiss has transferred the Stock Exchange seat he has held since 1874 and announces his retirement from active business. The firm of Hotchkiss & Burnham opened the first uptown branch office to be established in connection with the Stock Exchange business. It was at the Fifth Avenue Hotel. The firm also had a private wire to Jay Gould's house and were known as Gould brokers.

The contract for installing steam engines and electric alternating current generators in the Weehawken station of the West Shore road has been awarded to the General Electric Company and Westinghouse, Church, Kerr & Co. for about \$50,000.

The business organization of the International Mercantile Marine Company, it was reported in Wall Street yesterday, will be perfected at a meeting on Jan. 8. A representative of the corporation said yesterday that no general operating officers had been appointed.

that no general operating officers had been appointed.

The members of the Cotton exchange voted yesterday to close the exchange on Saturday, Dec. 27.

It was learned yesterday that the silver paid by China in settlement of indemnity claims is not sold on the open market, but is invested at Shanghai in bankers' bills and various forms of international remittances. The International Banking Corporation collects the amounts credited to the United States.

The London Stock Exchange will be closed on Dec. 25 and 26 and on Jan. 1.

The new Louisville and Nashville board of directors will meet here to-day to elect officers. The directors elected on Wednesday to represent Atlantic Coast Line, and Henry Walters, vice-president, of the Atlantic Coast Line, and Warren Delando, Jr., Warren G. Elliott, Michael Jenkins and D. P. Kingsley, third vice-president of the New York Life Insurance Company.

FINANCIAL.

WM.COSSITT CONE & CO.

44 BROAD ST., NEW YORK. BRANCH Bowery Bank Building, OFFICE Cor. Grand st. and Bowery. STOCKS, BONDS, GRAIN, COTTON bought and sold for investment or on margin. Call or write for

Pocket Investment Guide, a ready reference; also new book, "THE THEOR OF SUCCESSFUL INVESTMENTS AND SPECU LATION," free upon application.

OFFICIAL LEGAL NOTICES.

Arithmetic 10 Arithmetic 10 pass on the "technical" paper is 75. There is at present a large number of vacancies in the City Departments paying \$1,200 per annum. Persons who obtain a place on the eligible list as a result of this examination are sure to receive appointment in the early part of the year 1908.

Vacancies in the higher grades are filled by promotion of those persons occupying positions in the Department.

Persons desiring applications and further information should communicate with the Secretary of the Commission. formation should communicate with the Commission.

The additional examination for Topographical Draughtsman is hele for the reason that an insufficient number of persons made application for the examination held December 11, and it is desired that at least 100 applications be filed for

S. WILLIAM BRISCOE, Secretary

ATTENTION IS CALLED TO THE ADVERTISEMENT in THE CITY RECORD of December 19,
1902, to January 3, 1903, of the confirmation by the
Board of Revision of Assessments and the entering in the Bureau for the Collection of Assessments
and Arrears, of Assessments for LUC AL IMPROVEMENTS in the BOROUGH OF THE BRONX.
28RD WARD, SECTION 11, BOONE STREET
SEWER, from West Farms Road to Freeman Street.
24TH WARD, SECTION 11, WALTON AVENUE
SEWER, from Helmont to Rockwood Streets; also,
ROCKWOOD STREET SEWER, from Walton
Avenue to the Grand Boulevard and Concourse.
24TH WARD, SECTIONS 11 AND 12, EAST
180TH STREET SEWER, from Belmont Avenue to
Aribur Avenue; also, ARTHUR AVENUE SEWER,
between East 187th Street and Pelbam Avenue.
EDWARD M. GROUT, Comptroller.
City of New York December 17, 1962.

PROPOSALS.

PROPOSALS

PAPER FOR THE PUBLIC PRINTING AND BINDING.

SEALED PROPOSALS will be received until January 12, 1963, at 16:30 o'-clock A. M., for furnishing the PAPER for the PUBLIC PRINTING and BINDING for the year ending 29th of February, 1964, the said proposals to be opened before and the award of contracts to be made by the Joint Committee of Congress on Public Printing to the lowest and best bidder for the interest of the Government, the committee reserving to itself the right to reject any and all bids, as its Judgment of the best interests of the Government may dictate. Detailed schedules of the description, quantity, and quality of the paper required, accompanied by samples and blank proposals, and giving the regulations with which bidders must comply, can be obtained by addressing F. W. Palmer, Public Printer, Washington, D. C.

The contracts will be entered into for supplying such quantities of paper as may be needed during the year, and no more.

The costimated quantities set forth in detail-in the schedule comprise:

90,900 reams machine-finish printing paper, 28x88, 20,000 reams anchine-finish printing paper, 28x88, 20,000 reams machine-finish printing paper, various sizes and weights.

3,600 reams white writing paper, various sizes and weights. PROPOSALS

sizes and weights.

2,500 reams cover paper, various sizes and

weights.

50,000 pounds of best plate paper.

200,000 pounds of best map paper.

700,000 pounds superfine (single and double) coated book paper.

5,000 reams manila paper, various sizes and 5,000 reams manua paper, various selective weights.
150,000 pounds bond paper.
20,000 pounds artificial parchment, various sizes.
4,000 pounds parchment deed.
150,000 sneets cardboard various colors, sizes.

150,000 spects cardboard various colors, sizes, and weights.

8,500,000 sheets bristol board, various colors, sizes, and weights.

9,700 reams first class ledger paper, white or blue, laid or wove, various sizes and 9,700 reams first class ledger paper, white or blue, laid or wove, various sizes and weights.

8,000 reams second-class ledger paper, white or blue, laid or wove, various sizes and weights.

6,100 reams tissue and copying paper.

35 reams blotting paper, any required color and weight.

465 reams plaid, marble, comb, and lining paper, various sizes.

800 reams typewriter paper, various sizes and weights.

1,015 reams letter, note, and quarto-post paper.

2000 reams white French folio, 17222.

2,000 sheets parchment, 15221.

Proposals will be received for one thousand reams or more.

By direction of the Joint Committee of Congress on Public Printing: F. W. PALMER,

Public Printer.

WASHINGTON, D. C., December 19, 1902.

OFFICE OF CHIEF ENGINEER & SUPERINTENDENT OF ILL. AIRS, New York, N. Y. December 17, 1907. — Sealed proposals will be received at this office till 2.00 P. M., January S. 1903, for supplying and laying a submarine cable for telephone and telegraph purposes between U. S. Barge Office, New York City, and Ellis Island, New York Harbor, as provided in certain specifications and plana, copies of which, together with blank forms for proposal, will be furnished upon application to the undersigned. Bids must be accompanied by a certified check for ten per cent. of its amount, drawn to the order of TREASURER OF THE UNITED STATES, as a guaranty for faithful compilance of contract, if awarded. CHIEF ENGINEER & SUPERINTENDENT OF REPAIRS, Post Office Building, New York, N. Y.

PROPOSALS FOR POWER PLANT.—FRANK-FORD ARSENAL PHILADELPHIA PA. November 20, 1902.—Sealed proposals, in triplicate, will be received until 11 o'clock A. M. Saturday, December 20, 1902, for furnishing engiaes, generators, boliers, etc., for a complete electrical power plant for this arsenal. Information on application to Maj. FRANK HEATH, Commanding.

PROPOSALA.

SEALED BIDS WILL BE RECEIVED BY THE President of the Borough of Manhattan, at the City Hall, Room No. 16, until 11 o clock A. M. on Tuesday, Dec. 28, 1962:

For regulating and repaying with asphalt pavement on present pavement relaid as foundation the roadway of Houston street, from Grosby street to Broadway. the roadway of Houston street, from Crosby street to Broadway;
For regulating and repaying with asphalt paves ment on present pavement relaid as foundation the roadway of Varick street, from Laight street to Beach street;
For regulating and repaying with asphalt pavement on present pavement felaid as foundation the roadway of Twenty-third street, from Sixth avenue to Tenth avenue;
For regulating and repaying with asphalt block pavement on a concrete foundation the roadway of Lexington avenue, from Ninety-fith street to Ninety-sixth street.
For full particulars see City Record.

SEALED BIDS WILL BE RECEIVED BY THE President of the Borough of Manhattan, at the City Hall, Room No. 16, until 11 o'clock A. M. on Tuesday, Dec. 23, 1802:

For Turnishing all the labor and material required for an extension to outlet sewer at the foot of West Seventy second street:

For furnishing all the labor and material required for sewers in Broadway, east and west aides, between Twenty-eighth and Twenty-ninth streets.

DEPARTMENT OF PUBLIC CHAUTIES, FOOT OF EAST TWENTY-SIXTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.
NEALED BIDS will be received by the Commissioner of Public Charities at the above office until
12 o'clock M. on
MONDAY, DECEMBER 22, 1902.
for furnishing all the labor and material required
for enclosing eight balconies and extending the
roofs on male and female barracks, Almshouse,
Blackwell's Island.
For full particulars see City Record.
HOMER FOLKS, Commissioner.

SEALED BIDS WILL BE RECEIVED BY THE President of the Borough of Manhattan, at the City Hall, Room No. 16, until 11 o'clock A. M. on Tuesday, Dec. 23, 1962;

For furnishing all the labor, materials, tools, Borough of Manhattan.
For full particulars see City Record.
JACOB A. CANTOR,
Borough President.

SEALED BIDS OR ESTIMATES for removing the two existing piers and building a new wooden pier at the foot of East 86th Street, East River, will be received by the Commissioner of Decka at Pier "A," Battery Piace, until 12 o'clock noon, on Tuesday, December 23, 1902.

(For particulars, see CITY RECORD.)

DEPOT QUARTERMASTER'S OFFICE. Wast DEPOT QUARTERMASTER'S OFFICE. Washington. D. C., November 22, 1902.—Sealed proposals. In triplicate, subject to usual conditions, will be received at this office until 2 o'clock P. M., Monday, December 22, 1902, for repairs to U. S. Transport "Kanawha." Information furnished on application. Envelopes containing proposals should be marked "Proposals for Repairs to Transport Kanawha, "and addressed to MAJOR T. E. TRUE, Depot Quartermaster.

SEALED BIDS OR ESTIMATES for furnishing Portland cement will be received by the Commissioner of Docks, Pier "A." Battery Piece, until 12 o'clock, noon, on Jenuary 2d, 1908. (For particulars see (ITY PECORD)

WANTED FOR U. S. ARMY-Able-bodied un-married men between ages of 21 and 35; citizens of United States, of good character and temperate habits, who can speak, read and write English. For information, apply to RECRUITING OF-FICER, 25 Third Ave., 705 Sixth Ave., N. Y., or 183 Fulton St., Brooklyn.

WINTER RESORTS.

TO INSURE PROPER CLASSIFICA-TION IN THE SUNDAY SUN, ADVER-TISEMENTS MUST BE HANDED IN NOT LATER THAN 6 P. M. SATURDAY.

NEW JERSEY. Atlantic City.

HOTEL STRAND. Winter Resort. ATLANTIC CITY. Winter Resort. Th: Strand is a new, modern, brick and stone, fireproof hotel, which overlooks the world-famed boardwaik and ocean, and enjoys a refined class of patronage all the year 'round. Personal representative at Town and Country Bureau, 189 Fourth ave., II to 1—and 4 to 5:30. Phone 1747—18th. FAIRBAIRN & WILLIAMS, Owners & Props.

HOTEL AGNEW.

With separate Sanatorium annex.
ENTIRELY NEW.
Whole block Beach front.
Hydrotherapeutic Baths, Sea Water Swimming Plunges.
SPECIAL, \$2.50 DAILY-WEEKLY, \$15 UP.
A. C. MITCHELL & CO.

HADDON HALL, thermodynamics.

Persons securing a place on the eligible list as a result of this examination will be certified to the Department of Water Supply. Gas and Electricity.

S. WILLIAM BRISCOE.
Secretary.

Secretary.

Atlantic City, N. J.

This well-known hotel remains open throughout the year. The Fall season is most deligniful. Golf. Yachting. Driving. Riding. The ever famous Boardwalk, etc. Illustrated Booklet.

LEEDS & LIPPINCOTT.

ATLANTIC CITY, N. J. NEW HOTEL RUDOLF. Personal New York representative for rooms, d Information—
1 Park Place, 12 to 5 P. M.
Hotel Imperial, 8:20 to 8 P. M.
Telephone 6050 Cortland:
CHAS. R. MYERS, Propr.

HOTEL DENNIS Atlantic City, N. J.

Open throughout the year.

The Winter months are most delightful at the seashore. THE DENNIS, directly facing the ocean and boardwalk, is liberally appointed and conducted. Hot and cold sea water in private baths.

WALTER J. BUZBY.

MARLBOROUGH HOUSE STONE. IRON AND SLATE CONSTRUCTION.
Atlantic City's newest and most modern hotel.
Sea water in all baths. Telephones in bed froms and many other original features. Fall and Winter trade a specialty.

JOSIAH WHITE & SONS.

HOTEL TRAYMORE. Atlantic City, N. J.

Remains open throughout the year.

Every known comfort and convenience for Fall
and Winter guests. Traymore Hotel Co.

D. S. WHITE, JR., President.

MISCELLANEOUS.

VIRGINIA Old Point Comfort Hotel Chamberlin

One of the famous representative tourist hotels a America. GEO. A. KEELER, Mgr. Dorchester Inn Comfortable family hotel; mild climate; golf, hunting; riding, etc. Eaths, steam heat, open fires. Excellent table.

THOMAS R. MOORE.

> OCEAN STEAMERS. SELECT CRUISES

S. S MOLTKE, P. V. L., AUGUSTE VICTORIA. To West Indies \$125 up FROM N. Y., JAN'Y 10 & FEB. 7 22-28 DAYS.

To Orient \$400 up FROM N. Y. FEB'Y 3, 1903-77 DAYS. Black Sea The Crimea and Caucasus To FROM N. Y., MARCH 12-67 DAYS. send BOOKLET of trip desired.

Hamburg-American. For PLYMOUTH—CHERBOURG—HAMBURG. TWIN-SCREW EXPRESS SERVICE.

HAMBURG-AMERICAN LINE,

85-37 BROADWAY, N. Y.

S. S. DEUTSCHLAND From N. Y. Jan. 22, Feb. 19 and Mar. 19. TWIN-SCREW PASSENGER SERVICE. tricia. Dec. 20,9:30 AM Belgravia. Jan. 3, 8 AM uccher. . Dec. 27, 4 PM Waldersee, Jan. 10, 2 PM MEDITERRANEAN SERVICE. NEW YORK—NAPLES—GENOA.
Palatia...Jan. 12, 2 P.M. | Palatia...Mar. 2, 2 P.M. | Phœnicia. Mar. 19, 2 P.M. | Phœnicia. Mar. 19, 2 P.M. | S. S. Prinzessin Victoria Luise

From N. Y. March 12, 1963.
FOR MADEIRA, GIBRALTAR, GENOA,
HAMBURG-AMERICAN LINE.
Offices, 55 & 37 Broadway. Plers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO. PLYMOUTH, CHERBOURG, BREMEN.

Raiser, Jan. 8, 10 A. M. | Kronprinz, Mar. 24, 10A, M. | Kronprinz, Apr. 21, 10A, M. | Kronprinz, Apr. 27, Noon Kaiser. Apr. 27, Noon Calser. Apr. 27, No. 27, No. 37, N

OCEAN STEAMERS. JAPAN-CHINA

Hawaii and Philippine Islands. OCCIDENTAL AND ORIENTAL S. S. CO. TOYOKISEF KAISHA

To the Ge m of West Indies JAMAICA Weekly sailing by steamers of Atlas Line Service.

23-DAY CRUISE WITH STOPOVERS, SIZS.

nel Jamaica, Columbia, Nic. ragua, Costa Rica fambure-American Line, 35-37 B'way, N. Y. ATLANTIC TRANSPORT LINE.

NEW YORK - LONDON.

MINNETONRA. Dec. 20, 9

MINNEAPOLIS. Dec. 27, 4

MINNEHAHA Jan. 8, 8 NEW TORK - LONDON.

MINNETONKA. Dec. 20, 9 A. M.

MINNEAPOLIS. Dec. 27, 4 P. M.

MINNEHAHA JAN. 8, 8 A. M.

MESABA. JAN. 10, 9 A. M.

MANITOU JAN. 17, 9 A. M.

MANITOU JAN. 17, 9 A. M.

MINNETONKA JAN. 24, P. M.

ALL MODERN STEAMERS, LUXURIOUSLY.

FITTED WITH EVERY CONVENIENCE, ALL

STATEROOMS AMIDSHIPS ON UPPER DECKS,

FIRST CABIN PASSENGERS CARRIED FROM

NEW YORK TO LONDON.

FOR RATES, ETC., APPLY TO 1 BROADWAY.

AMERICAN LINE. NEW YORK—SOUTHAMPTON—LONDON. St. Louis Dec. 24, 10 A.M. | St. Paul., Jan. 7, 10 A.M. Phila.....Dec. 31, 10 A.M. | Phila... Jan. 21, 10 A.M.

RED STAR LINE. NEW YORK—ANTWERP—PARIS. Vaderland Dec 20,10A.M. Zeeland...Jan 10, 10 A.M. Kroonland. Jan 3,10A.M. Finland...Jan 17, 16 A.M. Plers 14 and 15. N. R. Office, 73 Broadway, N. Y.

OLD DOMINION LINE DAILY SERVICE.

For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beaob, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R. foot Beach st., every week day, at 8 P. M. H. B. WALKER, Traffic Manager.

OCEANIC STEAMSHIP CO. (American and Australian Line.)
Sails from San Francisco to SAMOA, NEW ZEA-LAND and AUSTRALIA Jan. 8, 29 and every 21 days; to HONOLULU every 10 days; TAHITI once a month. Round the world, 862,70. E. F. BURNETT, G. E. Agt., 427 Broadway, N. Y.

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL. Cymric. Dec 24.noon | Teutonic. Jan. 7, noon Cettic.Dec. 31, 6:30 A. M. | Germanic. Jan. 14, noon Pier 48 North River. Office, 2 Broadway, New York.

CUNARD LINE TO LIVERPOOL From Pier 51, North River, Lucania, Dec. 20, 9:30 A.M. Saxonia... Jan. 3, 8 A.M. Etruria... Dec. 27, 1 P.M. Umbria... Jan. 10, 1 P.M. VERNON H. BROWN & CO., Gen. Agts., 29 Bway.

STEAMBOATS. BOSTON AND POINTS IN NEW ENGLAND FALL RIVER LINE, via Newport and Fail River.
Leave Pier 19, N. R., foot Warren St., week days
only, at 500 P. M. Steamers PRISCILLA and
PURITAN. Orenestra on each.
STONINGTON LINE, via Stonlington. Lve. Pier 40,
N. R., ft. Clarkson St., week days only, at 500 P. M.
Steamers MAINE and NEW HAMPSHIRE.
NORWICH LINE, via New London. Lve. Pier 40,
N. R., ft. Clarkson St., week days only, at 530 P. M.
SUS. CITY OF LOWELL and RHODE ISLAND.
NEW HAVEN LINE, for New Haven, Hartford,
Springfield and the North. Leave Pier 28, E. R., foot
Peck Slip, week days only, at 4.30 P. M. Steamer
CHESTER W. CHAPIN.

JOY \$1.25 to Providence. LINE First Class Service. Fast and elegant Steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier

35, East River, foot of Catharine St. CENTRAL HUDSON BOATS For NEWBURGH AND POUGHKEEPSIE from Franklin St. week days at 4 P. M. For NEWBURGH, CHANSTON'S, WEST POINT, COLD SPRING and CORNWALL week days at 5 P. M. Sundays from Franklin St. at 9:30 A. M. W. 129th St. at 10:00 A. M.

RAIL ROADS Pennsylvania New York and Boston All Rail RAILROAD.

STATIONS foot of West Twenty-third Street and
Desbrosses and Cortlandt Streets.

EF The leaving time from Desbrosses and
Cortlandt Streets is five minutes later than
that given below for Twenty-third Street
Station, except where otherwise noted.
7.55 A. M. FAST MAIL.—Limited to two Parlor
Cars and Dining Car. New York to Pittsburg.
Sleeping Car Pittsburg to Chicago. No coaches
to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8.55 A. M. FANT LINE.—Pittsburg and Cleveland.

9.55 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Detroit, Cincinnati, Indianapolis, Louisville, St. Louis.

1.55 P. M. THE PENNSYLVANIA SPECIAL.—20-hour train to Chicago. Pullman Observation, Drawing Hoom Sleeping, Dining and Buffet Smoking Car.

1.55 P. M.—CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis, Dining Car.

5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Weich, W. Va. (via Shenandoah Valley Route). Valley Route). For Toledo, except Saturday. Dining Car 7.55 P. M. PACIFIC EXPRESS, For Pittsbur Chicago. For Knoxville, daily, via Shenar Valley Route. Connects for Cleveland e Saturday.

Saturday.

8.25 P. M. CLEVELAND AND CINCINNATI EX-PRESS.—For Pittsburg, Cieveland, and Cincin-WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7.55, 8.25, 8.55 (Dining Car), 10.10 (Desbrosses and Cortlandt Streets, 10.20 (Dining Car), 10.55 (Dining Car) and Cortlandt Streets, 2.20 (12.52 "Congressional Limited," all Parlor and Dining Car), 3.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 9.25 p. m., 12.10 night. Sunday, 8.25, 8.55 (Dining Car), 10.55 (Dining Car), 10.55 (Dining Car), 4.56 (Congressional Limited," all Parlor and Dining Car), 8.25 (Dining Car), 4.25 (Dining Car), 4.55 (Dining Car), 4.55 (Dining Car), 4.55 (Dining Car), 4.56 (Dining Car), 4.57 (Dining Car), 4.58 (Dinin SEABOARD AIR LINE RAILWAY.—Express, 12.55 p. m. daily. Mail, 12.10 night daily. NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3.25 p. m. daily. CHESAFEAKE & OHIO RAILWAY.—7.55 a. m. week-days, 12.55 and 4.55 p. m. daily. FOR OLD POINT COMFORT and NORFOLK.—7.55 a. m. week-days and 8.55 p. m. daily. ATLANTIC CITY.—9.55 a. m. and 2.55 p. m. week-days. Sundays, 7.55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Farlor Smoking Car, Parlor Cars, Dining Car, and Standard Coaches on Sundays. CAPE MAY.—12.55 p. m. week-days. For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8.55 a. m., 12.10, 3.25, 4.55, and 11.25 p. m. week-days. Sundays, 9.25 a. m., 4.55 p. m. (from Deabrosses and Cortlandt Streets), 9.00 a. m., 12.20, 2.40, 6.10, and 11.50 p. m. week-days. Sundays, 9.45 a. m., 5.15 p. m.

FOR PHILADELPHIA.

6.10 (Desbrosses and Cortlandt Streets, 6.20), 7.25.

5.15 p. m.

FOR PHILADELPHIA.

6.10 (Desbrosses and Cortlandt Streets, 6.20), 7.25, 7.55, 8.25, 8.55, 9.25 9.25 Penna. Limited), 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Dining Car), 10.55 (Dining Car), 11.55 a. m., 12.55 (Dining Car), 1.55 (Dining Car), 1.55 (Dining Car), 1.55 (Dining Car), 2.55 (Dining Car), 3.55 (Dining Car

LEHIGH VALLEY Foot of West 23d A. Cortlandt and Desbrosses Sts. B. * Daily † Except Sunday. Sunday changes: c12.25. d12 45. e1.00. n5.25. n6.45. x5.45

Buffalo Local LV.N.T. ALV.N.T. Buffalo Local Survey Services Servi Easton Local
Chicago & Toronto Vestibule Exp. 45. 10 FF 45. 20 FM
Chicago & Toronto Vestibule Exp. 45. 40 FM
THE RIFFALO THAIN

RAILROADS. **NEW YORK** THE FOUR-TRACK TRUNK LINE.

VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below; North and Westbound trains, except those leav-ing Grand Central Station at 8:30, 11:30 A. M., 236; 3:30, 9:15, 11:30 P. M., will stop at 125th at, to re-ceive passengers, ten minutes after leaving Grand Central Station ing Grand Central Station at 8:30, 11:30 A. M., 248, 5:30, 9:15, 11:30 P. M., will stop at 125th at, to receive passengers, ten minutes after leaving Grand Central Station.

All Southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 3d and 66, will stop at 125th at, ten minutes before their art of time at Grand Central Station.

12.10

A. M.—4MIDNIGHT EXPRESS.—Due Buffalo 1:15, Cleveland 4:35, Indianapolis 1:145, P. M., Chicago 7:10, St. Louis 7:30 next morning.

7.54

A. M.—4SYRACUSE LOCAL.—Stope 64

all important stations.

3.30

A. M.—4EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45. Niagara Palis 5:45 P. M.

Most famous train in the world. Due Buffalo 4:45. Niagara Falis 8:07.

A. M.—4FST MAIL.—24hours to Chicago. Due Buffalo 7:15, A. M.

11.30

A. M.—4DAY EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

12.50

P. M.—*SOUTHWESTERN LIMITED.—Due Buffalo 1:00 P. M., Niagara Falis 11:55 P. M.

1.00

P. M.—*SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 12:30

A. M., St. Louis 6:45 P. M. next day.

1.00

P. M.—*CHICAGO LIMITED.—24 hours to Chicago via Lake Shore. 20:5 via M. C.

2.45 P. M.—*The 20th CENTURY LIMITED.—26 hour train to Chicago via Lake Shore. Electric Lights and Fans.

3.30

P. M.—*ALBANY AND TROY EXPRESS.—Due Authanapolis Lights and Fans.

3.31

P. M.—*ALBANY AND TROY EXPRESS.—335

P. M.—*ALBANY AND TROY EXPRESS.—345

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1. J. 30 P. M.—'ALBANY AND TROY EXPRESS.

4 00 P. M.—'ALBANY AND TROY EXPRESS.

4 00 P. M.—'DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.

5 30 P. M.—'LARE SHORE LIMITED.—24-hour train to Chicago. All Pullman Cara Due Cleveland 7.25 A. M., Cincinnati 1.20, indianapolis 3:10, Chicago 4:30, St. Louis 9:45 P. M. next day.

6 00 P. M.—'MESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.

6 35 P. M.—MONTREAL EXPRESS, via D. A. H. or Rutland.

7 30 P. M.—'MONTREAL EXPRESS, via D. A. H. or Rutland.

8 4 H. or Rutland.

8 20 P. M.—'BUFFALO AND TORONTO SPECIAL.—Due Buffalo 7:25 A. M., Miagraf Falls, 8:48. Toronto 10:50 A. M.

9 15 SPECIAL.—Due Buffalo 7:25 A. M., Miagraf Falls, 8:48. Toronto 10:50 A. M.

9 16 P. M.—'SPECIAL MAIL LIMITED.—Sleeping car only for Rochester.

9 20 P. M.—'PACIPIC EXPRESS.—Chicago M. H. or PACIPIC EXPRESS.—Chicago M. Hours by M. C., 33 hours by Lake Shore.

11 30 P. M.—'NORTHERN NEW YORK EXPRESS.—Cape Vincent, Ogdensburg 46.

Daily Except Sunday, Texcept Monday.

11 10 PRINCE AND HONDERS SUNDAY.

12 10 PRESS. Cape Vincent, Ogdensburg 46.

13 11 PRINCE SUNDAY. Texcept Monday.

14 12 PRESS. Cape Vincent, Ogdensburg 46.

15 12 PRESS. Cape Vincent, Ogdensburg 46.

16 18 PRINCE SUNDAY. Texcept Monday.

17 18 PRESS. Cape Vincent, Ogdensburg 46.

18 19 PRESS. Cape Vincent, Ogdensburg 46.

18 19 PRESS. Cape Vincent, Ogdensburg 46.

18 19 PRESS. Cape Vincent, Ogdensburg 46.

18 10 PRINCE SUNDAY 11 SAN SUNDAY 41 SAN SUNDAY Due Albany 6:40, Troy 7:00 P. M. P. M. ALBANY AND TROY EXPRESS. 3.35

NEW YORK CENTRAL ROUTE BETWEEN. NEW YORK, BOSTON AND NEW ENGLAND

Via Springneld and the
BOSTON AND ALBANY RAILROAD.
New York Central & Hudson River R. R. Lessee).
rains leave Grand Central Station, Fourth aveue and 42d street, New York, as follows:
19:00 A. M., 112:00 noon, *4:00 P. M., *11:00 P. M.,
rive at Boston 3:30 P. M., 5:40 P. M., 10:00 P. M., 19:00 A. M., 11230.

Titve at Boston 3:30 P. M., 5:40 P. M., 115 A. M.

Leave Boston 49:00 A. M., 112:00 noon, 4:00 P. M., 11:00 P. M., 5:40 P. M., 10:00 P. M., 6:14 A. M.

Tickets at New York Central ticket omesa, 415 and 12:16 Broadway, and at Grand Central Station.

A. H. SMITH.

General Superintendent. General Passenger Agent.

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R., Leasee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.:—

7:10-A. M.—For interm. points to Albany.

11:20-A. M.—Chi Saratoga & Mohawk Exp.

11:20-R. M.—Chicago Express.

2:25-P. M.—Cont. Lim. for Detroit, Chi. & St. Louis.

13:45-P. M.—Cont. Lim. for Detroit, Chi. & St. Louis.

13:45-P. M.—For Roch., Burlaio, Cleve'd & Chicago.

17:45-P. M.—For Roch., Burlaio, Detroit & St. Louis.

19:16-P. M.—For Syra., Roch., Niag-Falls, Det. & Chi.

2-Daily. 'Daily, except Sunday. Leaves Brock.

19:10-P. M.—For Syra., Roch., Niag-Falls, Det. & Chi.

2-Daily. 'Daily, except Sunday. Leaves Brock.

2-Daily. 'Daily, except Sunday. Leaves Brock.

2-Daily. '19:45-P. M.

1:10-45-P. M.

1:1

N. Y., N. H. & H R. R. and connection From Grand Central Station.

READING SYSTEM. NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (time from South Ferry five minutes earlier). EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 8:425 A. M., 1:00, 5:30 P. M.
WILKESBARRE AND SCRANTON—8:400, 9:10 A. M., 6:30 P. M. Sundays, 2:425 A. M., 1: P. M.
LAKEWOOD AND LAKEHURST, TOMS
RIVER AND BARNEGAT—24:00, 9:40 A. M., 1
130, (3:40, 4:10, Lakewood and Lakehurst only), 5:00 (\$5:30 Lakewood only) P. M. Sundays, 10:00 A. M.,

ROYAL BLUE LINE.

ROYAL BLUE LINE Holiday Tour to WASHINGTON Monday, December 29 \$12 Covers all rail and hotel expenses for three days with services of personal escort from New York City. Tickets and full information at

Lackawanna Railroad. Leave New York, foot Barclay and Christopher sts.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Buffalo, Chicago and St. Leuis.

11:40 P. M.—For Buffalo and Chicago.

14:00 P. M.—For Seranton and Plymouth.

6:10 P. M.—For Buffalo and Chicago.

8:45 P. M.—For Utica, Cawego, libaca, Buffalo,

2:200 A. M.—For Chicago—Steepers open 9 P. M.

Tickets at 113, 429, 1183 Broadway, N. Y.; 333

Fulton st., Brooklyn. Daily. !Except Sunday.

BALTIMORE & OHIO TICKET OFFICES.

434 and 1300 Broadway, 6 Aster House, New York City; and 343 Fulton St., Brooklyn